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PITTSBURGH, SATURDAY, FEB. 21, 1891.

RESERVOIRS FOR FLOODS. At the first news in the experience of this generation, that in 1884, people were so anxious that they had thought of preventive measures. They looked upon it merely as a disastrous phenomenon; but the recent repetition on a smaller scale has set everybody thinking, and it is not surprising that those who think hastily do not grasp at first the most competent ideas which are advanced by scientific experts.

The problem of preventing floods by reservoirs at the headwaters of the different streams was fully and capably discussed in this paper, during the winter, by an engineer who had made a practical study of the subject. This contributor, answering the criticism of a contemporary, throws further and valuable light on the subject this morning. He shows by figures which approximate sufficiently close to the actual conditions to be acceptable, that the excessive flow of water this week could be amply provided for by such reservoirs. But what is more convincing than any theory, he points to such reservoirs for exactly such a purpose as having been already constructed at the headwaters of the Mississippi on a scale several times larger than would be required to prevent incommensurable floods in the Allegheny. He shows further that the reservoir device is not only successful in preventing floods, but that it usefully increases for transportation purposes at other times the stage of water in the river, and that its whole cost is less than the damage which was done in the past week by the overflowing waters during the past week.

We recommend the communication to careful notice.

THE NICARAGUA CANAL SCHEME. Senator Vest, yesterday, opposed the Nicaragua Canal bill vigorously on the ground it would abrogate the Clayton-Bulwer treaty. This objection was met, in advance, by the committee which reported the bill by the contention that England has already abrogated that treaty. This question may be important in the abstract, but the real question upon the bill over-looks the diplomatic consideration.

The United States Government cannot afford to offer fat pickings to an inside contracting company in a way that would probably compel it to pay the actual total cost of the canal, which would still be owned by the private corporation. And it has far more important work to do within its own territory. The improvement of our natural waterways to make them, at once, navigable and their surplus waters manageable, is an object worthy the Government's best endeavors. The annual losses by floods are enormous, amounting to more than the total traffic by way of the Nicaragua Canal if it was open. Then there is the vast interstate traffic to be served. The lake country aggregates a greater tonnage than the trans-Atlantic. This water outlet and connection, by canals, with the navigable rivers which penetrate every region of our wide domain between the Alleghenies and the Rocky Mountains. First let us have internal improvements.

THE TRIBUTE TO SHERMAN. Notwithstanding the inconvenience of the hour and the short time allowed, when the General Sherman passed through the city yesterday, there was a most appropriate manifestation of the public honor and respect. The same statement can indeed be made of the entire demonstration throughout the State. The spectacle of the passage of a funeral cortege without stoppage, yet accompanied by the spontaneous assemblage of the mourning comrades of the dead General offering their silent homage, was affecting and impressive proof of the esteem in which he was held.

The arrangements, which prevailed more elaborate and prolonged public mourning, were in accordance with the wishes and directions of General Sherman, expressed before his death. Whether there was not a public claim for opportunities to pay more adequate homage, may be an open question. But it is satisfactory that while several hundred citizens were fully respected, the public attention for the dead

man was expressed in the most unostentatious and yet touching methods.

THE CANAL REPORT. The report of the Ship Canal Commission was presented to the Legislature yesterday. A full summary of it appears elsewhere. No public document has ever dealt with topics of more vital magnitude to the business interests of Pittsburgh, or given so thorough and conclusive treatment of them. The subject deals with an improvement of our transportation system that will make Western Pennsylvania the manufacturing center of the world; fix our supremacy in the iron and coal trade beyond question; and bring the mills and fuel of our section so much nearer the ores of Lake Superior and the markets of the Northwest as is represented by bringing lake navigation to Pittsburgh. A report which demonstrates the practicability of doing this by means of a ship canal from Lake Erie to the Davis Island dam, which shows how it is to be done in an engineering sense; what the cost of doing it will be; and what it will accomplish in the line of transportation, is the gospel of an enterprise which opens up greater possibilities for the district concerned than are within our comprehension.

When the early investigations of the commission had shown the engineering practicability of the canal and the ample supply of water for its higher levels, THE DISPATCH said that, in view of the manifest services such a water route would perform for our industrial interests, the one point left to be determined was its cost. The commission has not neglected the fullest statement of all the other factors; but its full estimate of the cost of construction furnishes the authoritative statement that makes up the whole case. In round numbers, the canal can be built from Davis Island dam to Conneaut harbor for \$20,000,000. These large sums, but a little thought will show they are small in comparison with the object to be attained. For instance, when we find that the total railway capitalization employed on the lines between Western Pennsylvania and the lake ports is over \$60,000,000 it may appear that the expenditure of half that sum to secure a route which would carry the fundamental traffic more expeditiously and reduce the cost 50 per cent, even if the capital had to be remunerated, presents decided attractions. Such a route would not be subject to discriminations; no combination of carriers on the canals would break the industry of a district into competition because they would carry freight as cheaply for that district as they were glad to do for other sections; and the expansion of business by reason of the cheapness of freights would advance the prosperity of all sections.

With regard to the estimates of the traffic available for the canal the only criticism which can be made upon the figures of the commission is that they are within the facts. Its figures on the iron traffic are drawn from the reports of 1889-which were doubtless the latest accessible when that part of the report was drawn up-but the statistics for 1890 show an increase in the volume of this department alone of over ten per cent. Some days ago THE DISPATCH referred to the fact that the volume of iron traffic for the total railway traffic for the year 1890 was drawn up by the iron and steel industries of Western Pennsylvania and the Mahoning Valley in the vicinity of 11,000,000 tons. This does not take into account the coal shipments of Western Pennsylvania which are over 18,000,000 tons, or the movements of lumber, brick and miscellaneous freight. A recent census bulletin shows the movement of lake freight at the four ports of Cleveland, Fairport, Ashland and Erie for the year ending June 30 last to have been \$2,000,000. With these enormous totals of traffic already transacted by an expensive railway haul between this city and the lakes, it is a conservative estimate to say that a water route which would cheapen charges on ore, iron and coal by 50 per cent would command 7,500,000 tons of freight annually as soon as it could be gotten into full operation.

The figures of Mr. Goodwin show that a railway route from Lake Erie to the Superior with a return trip of coal would only have a charge from 10 to 18 cents more per ton for coming to Pittsburgh to earn the profit now obtained by stopping at the lake ports. Fix that charge at 20 cents; and suppose tolls to be charged 30 cents per ton. On the initial toll this would yield \$2,250,000, or enough to pay 4 per cent interest on the extreme cost and yield \$1,000,000 annually. But maintaining the Erie for the year beyond the railway station has been already constructed, the cost of the project would be reduced to one-half will increase the volume of business four times. So that we are entitled to expect that even if the State or nation, or both combined, should issue bonds for the construction of the canal and make the traffic pay charges which would only yield the interest at the start, a very few years would bring a growth of traffic that would extinguish the debt by the maturity of a 25-year bond.

The majority of the commission, looking at the project purely in an engineering light, report in favor of the line to Conneaut harbor, as the shortest and least costly route. Mr. Brewer, as the representative of Erie, concedes this point, but submits an argument in favor of the advantages of Erie, even at the extra cost. We confess to finding considerable force in his argument. The value of a lake terminus which presents a safe and thoroughly protected harbor is not to be overlooked. Whether that advantage is great enough to overcome nearly \$4,000,000 of extra cost is a question for further discussion, but we do not take the report as conclusively and finally putting Erie out of the canal enterprise.

Every citizen who has the interests and future growth of these cities and of the industries of all Western Pennsylvania at heart, is invited to read the report and judge for himself.

CLEVELAND'S CANDIDACY. There have been periodical reports that Grover Cleveland would not be a candidate for the Democratic Presidential nomination in 1892. The latest one seems to have as good foundation as former ones had. These reports may prove true, they may prove false. Cleveland is mentioned as a candidate for the place only inasmuch as he promises to be mentioned as an available man. He has not, apparently, taken any measures to secure the nomination, but has merely remained passive. His candidacy depends, not on Mr. Cleveland's wishes, but upon the conditions which may prevail in 1892 and the wishes of the Democratic party at that time. The recent letter against the free coinage of silver indicates that Cleveland would rather be a candidate for President than give him a standing for good reasons. The same good sense probably teaches him that present conditions may not prevail in '92 and that hopes not cherished are easiest forgotten.

THE TUNNEL HORROR. The collision in the railway tunnel, in New York City, leading to the Grand

Central depot, was one of the events of yesterday. The rapid succession of such calamities is sufficient to justify the opinion that they are caused by a growing carelessness of human life in the operations of transportation and industry. Whatever may be thought of the preceding casualties, there is little doubt that that of yesterday was caused by gross negligence. The tunnel where it occurred is one through which an immense traffic is constantly passing, and was apparent to any one that any departure from a thorough system of precautions must cause disaster. The means of keeping the passage of trains through the tunnel under thorough control are a part of the science of railroading. It is a manifest conclusion that such a calamity as that of yesterday could not occur except from a grave defect in the system or gross disobedience of orders.

We do not defend the accused man, but only wish to point out that those who gamble and win are at least partly responsible for cheating when their victims resort to it.

The political uproar in Canada is of a class to make one of our Presidential elections turn into a party and to create the impression that the Dominion is on the verge of civil war. Charges of "treason" and the production of alleged "diplomatic" documents are the mid-evil political arguments of the present. It is calculated to awaken a languid interest on this side the line to learn that the excitement is all based on the determination of the United States to abolish the Dominion's right to the right of navigation on the St. Lawrence river. The Dominion's right to the right of navigation on the St. Lawrence river is a subject of great importance to the Dominion, and the Dominion's right to the right of navigation on the St. Lawrence river is a subject of great importance to the Dominion.

A GREAT THEORY DEMOLISHED. The explanation of the Shakespeare cipher from Mr. Ignatius Donnelly, which he claimed to demonstrate the Baconian authorship of Shakespeare's dramas, simply provided a method by which almost any story that a decipherer might wish could be produced. Every one perceiving the immense industry and ingenuity displayed in Mr. Donnelly's construction of a theoretic cipher, which could be made to disclose any given assertion; but few people cared to emulate that devotion of labor to the chopping of imaginary chaff. One such person, however, has arisen to give the finishing blow to Mr. Donnelly's discovery. A clergyman of the Church of England, Rev. Dr. Nicholson, evidently with the large supply of cultured leisure, has produced some remarkable statements by applying the cipher method to the folio of 1623.

For instance, in support of his assertion that the Donnelly method "can be used to demonstrate almost any statement of facts," the new decipherer refers to an ecclesiastical lawsuit which occurred long after both Shakespeare and Bacon were dead, in which the case of Bishop King had been sent to the Archbishop of Canterbury by a writ of mandamus. By the cipher method he discloses the wonderful discovery of the Baconian cipher, and gives that remarkable edition of the gift of prophecy to the following effect: "Bishop King doth perill the loss of his see. They stick not to send back the case by writ to the Archbishop. The judgment of his Grace is not certain."

The idea that Bacon remained in a cipher certain secrets which were too grave to ever be known, and therefore preserved the means for publishing in print that which should not be published is like a play that does not wish to know the names of the exploiters of canine and leonine training on the stage. In this play certain nihilists had got up a conspiracy, and the documents necessary to act to prove the existence of the plot and to carry out its mysterious intentions were deposited for safe keeping in a bundle tied to the neck of a lion which was kept under the grand staircase of the Czar's winter palace, where, as every well-informed person knows, that potentate maintains a large and select menagerie.

MR. DEPUEW is against trusts in trade because "they wipe out small dealers the life of American trade." When Mr. Depuew gets into politics a little further light may break in upon him to the effect that railroad combinations do the same thing.

THE NICARAGUA CANAL COMPANY wants Government assistance now, that it may give lower rates to shippers. Should it get the subsidy the higher rates would be charged just the same.

THE statement of the Bureau of Health that the poorest sanitary condition of the city is found in such a wealthy quarter as the East End, while the best is in the poorest, is a fact by which workers, presents a remarkable contrast. Much of this is doubtless due to the topographical differences of the various parts of the city, but it shows beyond dispute the necessity of improved drainage in the East End.

THE news that Michigan has a railway 43 miles long that does not owe a dollar will be regarded by the light of railway policy as another illustration of the reckless tendency of the Farmers' Alliance to fly in the face of financial precedents.

WITH regard to the alleged Wringing machine trust, the best advertisement for it will be proof that one of its machines has taken all the water out of the stock.

THE fact that Senator Plumb, as a representative of the wild and woolly West, has proposed that the Government should buy the Territory of the New York Tribune, is an act that is not necessarily destructive. The warfare will be like trying to shoot snipe with heavy artillery, productive of much noise but little slaughter.

CHICAGO got a taste, yesterday, of the steel that makes overhead wires dangerous, expensive and very unsatisfactory. It was Poor Richard's day, when the sun was shining, and the wind was blowing, and the rain was falling, and the snow was melting, and the ice was breaking, and the water was rising, and the boats were sinking, and the people were dying.

THE free coinage measure did an easy death in the House Committee yesterday, but its advocates promise that it will return in the next Congress.

THE Legislature of West Virginia is engaged in disciplining a wretched book agent who slipped a \$50 bill into the pocket of one of her legislators. The order is a favorable view of the agent's record of school books. Any such offer of 10 per cent on the real value of the commodity deserves condign punishment.

LATEST FIND OF THE FREAK HUNTERS. ST. JOSEPH, Mo., Feb. 20.-The house in which James lived at the time he was killed by the explosion of the dynamite at Chicago, for \$1,800. The house will be taken to pieces, sent to Chicago and exhibited at the Liberty Prison War Museum. The house is a one-story structure, and is situated in South St. Joseph.

DEATHS OF A DAY. Mrs. Matilda Long, aged 82 years, mother of T. F. Herberberger, died yesterday morning at 10 o'clock. Mrs. Long was an old resident of Pittsburgh and was highly respected by all who knew her. She had resided in the city for 25 years, and died at 2:30 P. M.

SNAP SHOTS IN SEASON. The name of the ship which floated on the broad bosom of the flood is Hardship. The bump of Perversity seems to be abnormally developed in a large portion of the dwellers on this first-floated ball. How so many of us imagine we can thwart fate or escape the inevitable by shutting our eyes or drawing the curtain of indifference between what was and what may be again none of the things that puzzles the student of human nature. You have never rolled on the bile-disturbing sea, but you have heard of its terrors, been warned against taking aboard a cargo of solids and liquids, been instructed in the stomach lurch of the ocean crosser, and still you defy the inevitable when opportunity offers. Aboard the travelers go, full feet, tight-waisted, indifferent, defiant. After preliminaries are hastily juggled with the stakes on that September night, the ubiquitous steward tipped, the chair secured, the meal devoured, the wine gulped, the cigar puffed. You knew you were defying fate, but perversity is more strongly developed than discretion, and you pay the penalty. You vowed you would never do it again; but you did, and you will keep on doing it, too. The same force that made you defy the stomach-convulsing sea impels in other ways. Ere the volcano subsides some are built at its fruitful base. Ere the waters recede you scrape the slime off the sand and bug the inevitable when opportunity offers. Aboard the travelers go, full feet, tight-waisted, indifferent, defiant. After preliminaries are hastily juggled with the stakes on that September night, the ubiquitous steward tipped, the chair secured, the meal devoured, the wine gulped, the cigar puffed. You knew you were defying fate, but perversity is more strongly developed than discretion, and you pay the penalty. You vowed you would never do it again; but you did, and you will keep on doing it, too. The same force that made you defy the stomach-convulsing sea impels in other ways. 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